

# Honolulu Star-Bulletin

RILEY H. ALLEN

EDITOR

THURSDAY, JUNE 25, 1914

## CLEARING THE "FISHMARKET ZONE" OF SALOONS

In response to the unmistakable demand of the people of Honolulu, the board of license commissioners yesterday decided to clear the "fishmarket zone" of saloons. The saloons now in the district will be given until January 1, 1915, to find other locations or go out of business.

The action of the board yesterday is wise and progressive; it is evidence of the steady advance made against the liquor evil in Honolulu. Even the representatives of applicants for licenses, by their attitude before the board yesterday, tacitly admitted recognition of the fact that the saloon is an evil to the community.

A good deal has been said on the attitude of the military authorities in regard to the Lelehu Beer Garden. Their attitude is shown to be in favor of definite restrictions against wholesale distribution even of beer among the soldiers. They do not wish beer to be sold in bottle form, so that it can be taken off the premises. If the board should decide to let the Lelehu resort continue business, certainly the stand taken by the military authorities should guide the commissioners in granting privileges to the licensee.

### WHAT IS FINE!

The Star-Bulletin has received the following letter:

HONOLULU, H. T.,  
June 24, 1914.

Star-Bulletin,  
Honolulu, H. T.

Dear Sir: Please answer in tomorrow's paper: Where is Hawaii's Delegate to Congress? giving his name and address.

Thanking you for this favor, I remain,  
Very Respectfully,

A SUBSCRIBER.

In reply to "Subscriber":

Hawaii's delegate to Congress at last reports was at his home at Waikiki, enjoying the "incomparable climate of sunny Hawaii." His name is J. Kuhio Kalaniana'ole. The latest Congressional directory gives the following under biographical sketches:

"J. Kuhio Kalaniana'ole, Republican, of Waikiki, District of Honolulu, island of Oahu, was born March 26, 1871, at Koloa, Island of Kauai, Hawaii; was educated in Honolulu, the United States and England; is a capitalist."

He has also been in Washington.

One supervisor appeared at the special meeting of the board called last night to discuss the application of the frontage-tax law. The others were absent, showing an indifference to public affairs that should be remembered when they are running for office. The best time to get the supervisors together is at a luau. Last Sunday, for instance, the mayor and five or six of the board members were conspicuous by their presence at a social affair of this kind.

## PEARL HARBOR APPROPRIATION WAS HOTLY DEBATED ON SENATE FLOOR

Pearl Harbor drydock construction on the new plan and with an increase in cost of \$1,500,000, was secured in the senate only after a vigorous debate on the floor, in which Senator James K. Vardaman of Mississippi strongly questioned the wisdom of raising the cost limit to \$4,986,500. The debate, which brought out many important facts concerning the drydock and recent developments hitherto unknown in Hawaii, is fully reported in the Congressional Record of May 27. The discussion came up on the report of the committee on naval affairs with the Pearl Harbor amendment. The Congressional Record thus reports the debate:

The limit of cost of the dry dock at the naval station, Pearl Harbor, Hawaii, is hereby increased to \$4,986,500.

Mr. Vardaman. Mr. President, I should like to ask the acting chairman of the committee or the senator in charge of the bill to explain this item. I understand that no estimate has been made for this amount.

Mr. Thornton. Yes; it has.

Mr. Vardaman. What is the estimate?

Mr. Thornton. Just what is provided for here. I will read it to the senator. I will say to the senator that I also have here a letter, which I will read.

Mr. Kenyon. I should like to inquire whether the senator is asking a lot of West or as to Hawaii?

Mr. Vardaman. Pearl Harbor, Hawaii, on page 26, line 13.

Mr. Kenyon. Is there any estimate as to Key West? I observe that the amendment relating to Key West has gone by without any explanation.

## WANTED--BUSINESSLIKE ADMINISTRATIONS

The increasing demand for the participation of businessmen in politics is noticeable all over the United States. For instance, the following resolution has been passed by the American Protective Tariff League:

RESOLVED, That it is in the power and certainly within the rights of American business men to exert a potential influence in American politics. Business has rights which politicians are bound to respect. To the end that these rights shall be respected the American Protective Tariff League recommends and urges a larger participation in political affairs by business men. It is important that they shall exert increased influence in public affairs. More business men in politics are needed for the Congressional, state and presidential campaigns of 1914 and 1916, if the public business is to be conducted with intelligent and sane regard for the business needs and the prosperity of the country.

And there is this same need in Honolulu for an active, personal interest by business men "if public business is to be conducted with intelligent and sane regard for the business needs and the prosperity of the country."

### THE POINT INVOLVED

The movement to secure a "citizen-labor" clause on all federal work in Hawaii should not be undertaken without mature and broad-minded consideration of all the points involved. And prominent among these points is the fact that an international question of extreme delicacy is likely to be raised. Is Hawaii, the country that invited Japanese immigration, in a position to meet that question? Will private business do that which Uncle Sam is being asked to do?—Star-Bulletin.

Our friend up the street is quite mistaken. In no way can an international question be raised through the restriction of awards in government contracts to citizens. Legislation restricting awards of contracts other than for government work could raise such a question, but there is nothing in international law or treaty to prevent Uncle Sam from deciding with whom he shall deal. On the other hand, there is express provision whereby the secretary of war may, should he see fit, limit employment on federal government work, contract or otherwise, to citizens. There is in this no question involved regarding what private business may or may not do, and no such question needs to be raised.—Advertiser.

The Advertiser has evidently misunderstood the suggestion of this paper. The Star-Bulletin did not and does not refer to a question of international law. Whether reached by way of an order from the secretary of war or by way of congressional legislation, the practical result to the Japanese in Hawaii would be the same. It is not a question of treaty but of treatment.

Another row is brewing between the Democrats. Sheriff Rose and Judge Edings of the civil service commission are breathing mutual defiance and the stage is being set for a fine little scrap.

It has been suggested that an assault upon a man with names like Claudius Harley is justifiable, but this view does not seem to have been held by the federal grand jury.

The Colonel was evidently feeling bully when he hit New York.

Honolulu's new engineer would reduce street widths. Hotel street naturally suggests itself as a place for his activities.

The saloon has been officially stamped as undesirable.

ing the limit of cost of the dry dock at the naval station, Pearl Harbor, Hawaii, to \$4,986,500.

The act approved May 13, 1908, authorized the construction of "one graving dock, capable of receiving the largest vessels of the navy, at a cost not to exceed \$2,000,000," and appropriated therefor the sum of \$300,000. Plans were prepared and proposals were received on February 13, 1909, after public advertisement, for the construction of a dry dock 1,195 feet long, separated into two parts by an intermediate caisson. Bids received, being in excess of the amount authorized for the work, were necessarily rejected. Bids were again invited on May 22, 1909, and on July 22, 1909, formal contract was entered into with the San Francisco Bridge Co. for the construction of a dock having length of 589 feet between the inside of coping at head of the dock and outer sill. Contract was modified June 27, 1910, after obtaining increase in authorized limit of cost, to provide a dock having the following dimensions:

Length inside of coping at head to outer sill, 800 feet.  
Length over all, 831 feet.  
Width over all, 148 feet.  
Width at entrance, top of keel blocks, 110 feet, 1 1/2 inches.  
Width of entrance at coping level, 123 feet.

By agreement, dated January 2, 1913, after obtaining a still further increase in authorized cost, the length was increased to 1,008 feet between inside of coping at head and outer sill, the other dimensions remaining unchanged.

Borings and examinations with were made before the award of the original contract indicated that the structure could be built in open excavation, and the work was started up of May, 1911, after practically completing the excavation, the contractor began pumping a portion of the work which had been surrounded by a co-

ferdam; when a depth of about 20 feet had been obtained it was observed that there was a disturbance in the bottom strata, whereupon pumping was discontinued; after making certain examinations, including the driving of test piles, it was arranged by supplemental agreement, executed August 5, 1911, that the dock should be supported upon piling and that a certain amount of concrete in the bottom of the dock should be placed by the underwater method. Work was continued, and in January, 1912, the contractor again began pumping out a section of the work; after unwatering and exposing the concrete in the bottom it was found that on account of unusual physical conditions, in combination with difficulties involved in the placing of concrete under water, the concrete was not of satisfactory quality. Further elaborate investigations and experiments were made, and in August, 1912, work was proceeded with using a much richer mixture for the underwater concrete. On February 6, 1913, the contractor began unwatering the second section, and on February 17, following, while still unwatering, an upheaval of the bottom took place, which wrecked the cofferdam and the construction of this section.

After this failure, on receiving advice as to the seriousness of it, the department directed the chief of the bureau of yards and docks and Civil Engineer Harris to go out there and examine the work and advise as to the steps necessary to carry it out to a successful completion, and at a later date arranged with Mr. Alfred Noble, an eminent consulting civil engineer of New York, to visit Pearl Harbor and report on conditions and suggest remedies. The gist of all of these reports was that the department's plans for this dry dock could probably be carried out, but would involve great delay and serious hazard and gave no great assurance of the successful completion of the work or of its entire satisfaction after completion.

Following this the department learned from the attorney-general that the contractors were required to bring the dry dock contracted for to completion if it were physically possible to do so, but that they were not required to guarantee that the dock would endure and discharge its duty successfully after completion. In view of this opinion and of the failure to induce the contractors to open up any negotiations looking to a change of plan or method of construction, the department, in January, 1914, directed them to proceed with the work under the old plan and specifications. Later, however, in February, 1914, the contractors communicated their willingness to the department to take up the question of changes in their contract to secure a dock that would be perfectly satisfactory and durable. Pursuant to a conference was held at the department between Mr. Noble, the chief of the bureau of yards and docks, and Civil Engineer Harris, which was attended by the chairman of the House committee on naval affairs, when all expressed the opinion that the construction of the dock under the old plans and specifications was not alone fraught with the greatest hazard and probable delay in eventual completion, if completed at all, but was inadvisable as an engineering work and was not based on satisfactory assurance and factors of safety, which are usually required in good engineering practice. In short, that it was impracticable.

These three engineers agreed that a different design, depending upon the use of floating caissons or boats, gave every assurance of the successful and early completion of this work, but that it would involve an increase in the authorization for this work of approximately, but not over, \$1,500,000. The contract obligation for the dry dock now stands at \$3,168,461.81, of which the sum of \$1,036,330.01 has been paid the contractor on monthly vouchers on account of work done. There are sufficient funds remaining under the appropriation to defray the cost of proceeding with this dry dock on the new plans indicated during the next fiscal year, but to enable the department to enter into an agreement with the contractors to proceed on the new plans it will be necessary to increase the limit of authorized cost for this structure.

Very sincerely,  
FRANKLIN D. ROOSEVELT,  
Acting Secretary of the Navy.

HON. B. R. TILLMAN,  
Chairman, Committee on Naval Affairs, United States Senate, Washington.

Mr. Vardaman—Is that the only estimate that has been made?

Mr. Lodge—If the senator from Louisiana will permit me, this amendment makes no appropriation.

Mr. Thornton—No; there is no specific appropriation made.

Mr. Lodge—There is no appropriation made. This is simply an increase of the limit of cost. It requires no estimate.

Mr. Vardaman—I will ask the senator from Massachusetts if the original contract for this work was executed by the man who had it?

Mr. Lodge—No; it was not, because the navy department kept increasing the size of the dock, and also because when they began to sink the foundations they found a condition which

obliged them to change the whole structure of the dock from the original system to one of piling and concrete.

Mr. Vardaman—This increase of cost, then, is not due to any default on the part of the contractors?

Mr. Lodge—None whatever. This is the limit of cost recommended by the department as the closest estimate of cost they can make.

Mr. Vardaman—I notice that in 1908 the limit was \$2,000,000, and it has been increased several times since that time.

Mr. Lodge—I think the limit of cost has been increased three or four times.

Mr. Vardaman—In 1908 it was \$2,000,000; in 1910, \$2,700,000; in 1912 it was further increased to \$3,486,500; and now it is sought to increase it to \$4,986,500. It seems that somebody is doing some very inaccurate calculating on this work.

Mr. Swanson—If the senator will permit me, the trouble arose in this way: The department ascertained that there were some difficulties in connection with the construction. They had agreed with this construction company to have the work done according to certain plans and specifications. When the difficulties arose in connection with the foundations and other matters the navy department sent its best engineering expert, Mr. Harris, there to ascertain what the trouble was with the dry dock, and what should be done. After going there he recommended these new plans as the best and most available that could be made for a dry dock there. We are compelled to have one there, as it is our Pacific outpost.

Mr. Vardaman—I understand the necessity for a dry dock there; but it has occurred to me that every time we send a man there he changes the plans.

Mr. Swanson—If the senator will permit me, then the question was submitted to the attorney-general whether the contract with the builders required that the dock should be such that it would be available for the use desired by the navy. After discussing and looking into the contract that had been made the attorney-general said that we could compel them to complete the dry dock according to the original plans and specifications, but that there was no liability on their part to see that the dock was capable of use by the department as they desired. After that, as I understand, the contractors and the navy department decided that they would adopt the plans recommended by Engineer Harris, who is the finest expert that the navy department has.

All this amendment does is to authorize the department to change the plans, to compromise with the people who were building the dock, according to the other plans, which will not be of much use to us, on account of the condition of the foundation and other wise, and to complete it so that it will be of use when completed.

Mr. Vardaman—How much money has been squandered on it?

Mr. Swanson—None has been squandered. As our battleships increase in size, it necessitates an increase in the size of the docks.

Mr. Vardaman—But it seems to me the navy department should have taken into consideration the probability of enlarging the battleships, and should not have constructed a dock that would be worthless before it was finished.

Mr. Swanson—The senator must recollect that, while it is very difficult to get a dry dock there, it is of the utmost importance that we should have one.

Mr. Vardaman—I appreciate that very fully.

Mr. Swanson—As you do your work, you are disappointed in the foundation, you are disappointed in the physical conditions, and consequently you have to change your plans and specifications to some extent.

Mr. Vardaman—But it seems that every man we have sent there has submitted a different plan. First it was \$2,000,000, then \$2,700,000, then three million and something, and now it is \$4,986,500. It seems to me to indicate the most glaring incompetency or carelessness.

Mr. Swanson. If the senator will read the hearings, in which the matter was thoroughly investigated by the House Committee on Naval Affairs, and the correspondence between the different officials, he will be convinced that the government has acted wisely and economically, and that the difficulties surrounding them have been very well met, and as economically as it could have been. They had to stop very frequently on account of difficulties that were encountered. Everybody knows that Hawaii is the most important place of all in the Pacific for a dock. It is our outpost in the Pacific.

Mr. Vardaman. I appreciate that; but it seems that every expert, every man we have sent there, has changed the plans and has increased the figures—first \$2,000,000, and then on up to nearly \$5,000,000.

Mr. Lodge. Mr. President, if the senator will allow me, there has been no money squandered or lost there. The money that has been spent has all been well spent. The department stopped further expenditure because

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the conditions the contractors found out further appropriation. Mr. Jones. Are they sure that is enough money to carry on the work expeditiously?

Mr. Lodge. That is the statement of the department. Mr. Jones. This dock has been under way now since 1908 or 1909, for five or six years. If the delay has been caused by what the senator from Virginia suggested a while ago with reference to Norfolk, we ought to make an appropriation so that the work can be carried on rapidly, because, as everybody concedes, this is a very important yard and a very important and necessary dock. I note that there is no appropriation in the bill to carry on the work; and unless there is an abundance of money to carry it on expeditiously, there ought to be some appropriation in the bill. By this amendment we increase the limit of cost, but we do not appropriate any additional money to carry on the work rapidly, which ought to be done, unless we have enough money on hand.

Mr. Thornton. There are nearly two and a half million dollars on hand now and available to go on with the work. Mr. Vardaman. I should like to ask the senator from Louisiana, in charge of the bill, how much money has been expended on this dock up to date?

Mr. Thornton. One million thirty-six thousand three hundred and thirty dollars and one cent.

The Presiding Officer. The question is on agreeing to the amendment. The amendment was agreed to.

Mr. Lodge. If the senator will allow me, they do not increase the estimate; they ask for an increase in the limit of cost. The money already appropriated is enough to go on with.

Mr. Thornton. The sum of \$3,168,461.81 was provided for originally for the first contract. Of that, the sum of \$1,036,330.01 has been paid, and the difference will be available.

Mr. Jones. That has been actually appropriated by Congress, has it?

Mr. Thornton. That has been appropriated for doing this work. Now they wish to increase the estimate so that it will amount to \$4,986,500, for the reasons stated.

Mr. Lodge. If the senator will allow me, they do not increase the estimate; they ask for an increase in the limit of cost. The money already appropriated is enough to go on with.

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